Florida Department of Transportation
SunGuide Transportation Management Center – District VI
1001 NW 111 Avenue • Miami, Florida 33172
Phone: 305.470.5757 • Fax: 305.470.5832

95 EXPRESS

# 95 Express Annual Operations Report: Fiscal Year 2012-2013

## General

The 95 Express Program completed its fourth full fiscal year of operations in June 2013. For the FDOT, its fiscal year (FY) is from July 1 through June 30. For FY 2012-2013, the 95 Express Lanes serviced 21,614,006 vehicle trips, bringing the total since opening (August 5, 2008) to approximately 77.3 million trips. It had a total toll revenue of nearly $18.2 million for the year; bringing the total revenue to date to approximately $61.9 million. The Program saw another consecutive increase in toll exempt registered vehicles to a total of 8,991 registrations; resulting in approximately 448,500 toll exempt trips. A modification to this year's Annual Report is the format, which is more consistent with the 95 Express Monthly Reports, but compares year-over-year data. For the history of 95 Express, including lessons learned, please see previous year's Annual Reports at www.95Express.com.

| FY 2012-2013 Statistics | Southbound | | | Northbound | | |
|---|---|---|---|---|---|---|
| **Average Monthly Trips** | 918,866 | | | 882,302 | | |
| **Average Monthly Exempt Trips** | 19,231 | | | 18,146 | | |
| | | | | | | |
| **Average Monthly Revenue** | $773,597 | | | $742,647 | | |
| **Tolls** | | | | | | |
| - Range | $0.00 - $7.00 | | | $0.00 - $7.00 | | |
| - Avg. Weekday | $1.16 | | | $1.18 | | |
| - Avg. Peak Period** | $1.99 | | | $2.68 | | |
| - Avg. Weekend | $0.30 | | | $0.26 | | |
| - Avg. Off Peak | $0.85 | | | $0.63 | | |
| - 85th Percentile Weekday | $2.58 | | | $2.54 | | |
| - 95th Percentile Weekday | $3.75 | | | $4.00 | | |
| | | | | | | |
| **Volume (veh)** | **EL** | **LL** | | **EL** | **LL** | |
| - Avg. Weekday | 33,661 | 105,305 | | 32,289 | 100,944 | |
| - Avg. Peak Period** | 9,437 | 18,095 | | 8,687 | 18,260 | |
| | | | | | | |
| **Speed (mph)** | **EL** | **LL** | **Δ** | **EL** | **LL** | **Δ** |
| - Avg. Overall | 65 | 58 | 7 | 63 | 57 | 6 |
| - Avg. Peak Period** | 62 | 48 | 14 | 55 | 40 | 15 |
| | | | | | | |
| **Operated Above 45 MPH** | 99.8% | | | 99.0% | | |
| **Remained Open to Motorists** | 94.6% | | | 94.2% | | |
| **Closed due to Planned Construction** | 3.1% | | | 2.9% | | |
| **Closed due to Non-recurring Events** | 2.3% | | | 2.9% | | |

*EL (Express Lanes); LL (Local Lanes)*
***Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).*

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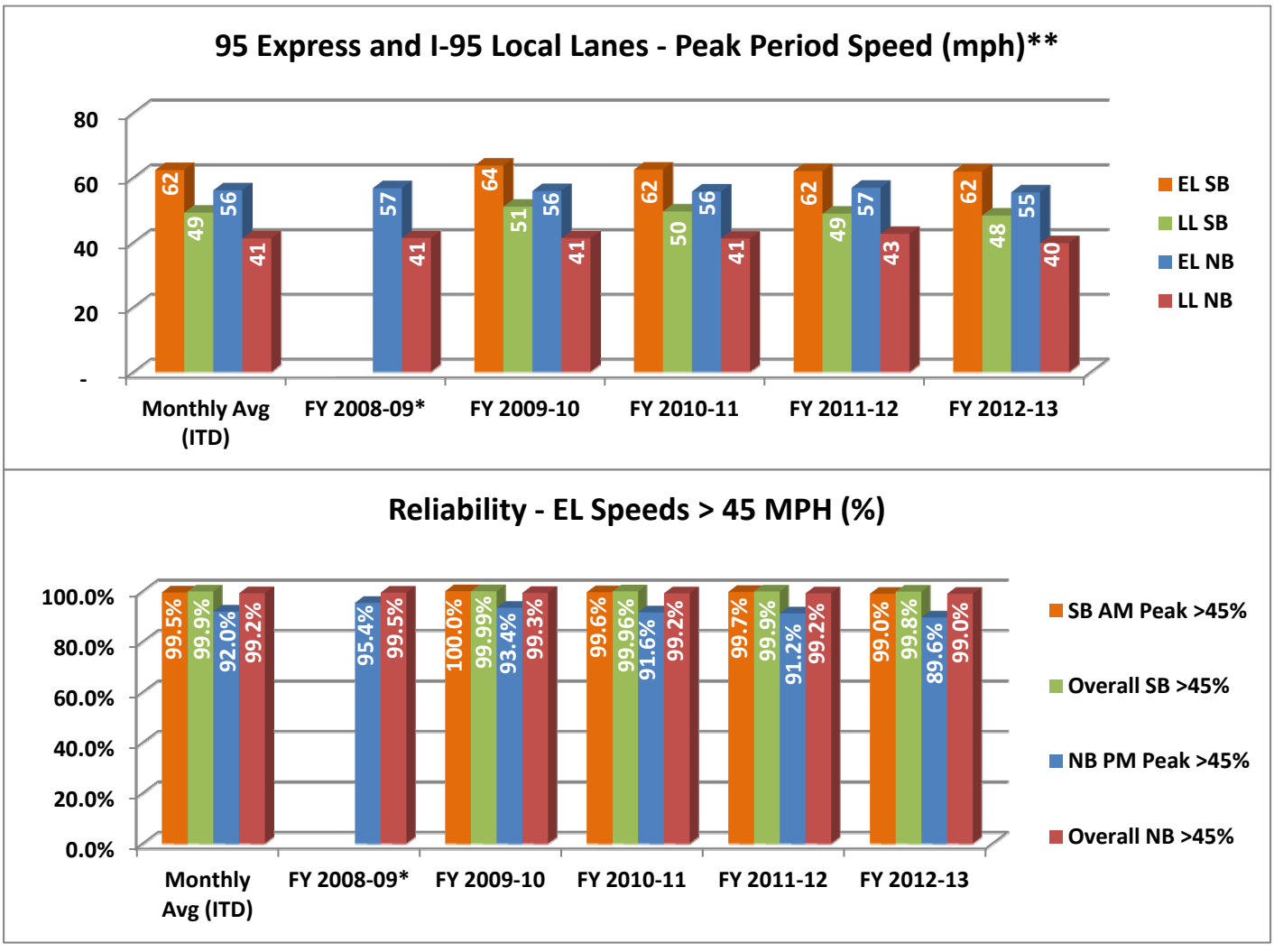
# Operations/Traffic Statistics - Speed Data

Average Express Lanes weekday speeds for the southbound direction of the Express Lanes (EL) stayed consistent in fiscal year (FY) 2012-2013, when compared to the previous fiscal year, at 65 miles per hour (MPH). However, the northbound average decreased by three MPH to 63 MPH for the current fiscal year. The Local Lanes (LL) experienced nominal changes, on average, for each direction of I-95 for this fiscal year compared to the previous. As shown in the first graph below, EL and LL average speeds during their respective Peak Periods** also remained consistent with the previous fiscal year or had a nominal decline. The Peak Period speeds had a direct effect on the facility's reliability.

As shown in the bottom graph, the northbound PM Peak Period reliability, for the first time, fell just short of the goal of 90%. The Department continually analyzes the facility's performance and reliability is one of their primary focuses.




NOTE: ITD = Inception to Date; EL = Express Lanes; LL = Local Lanes (General Purpose Lanes)

*FY 2008-2009 was in the northbound direction only.
** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

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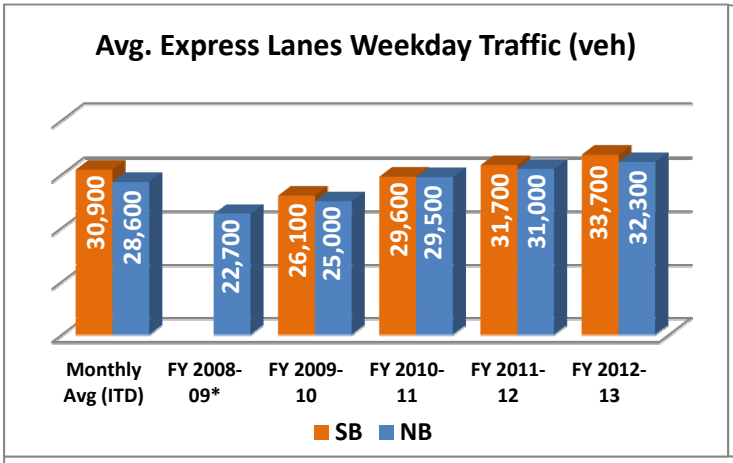
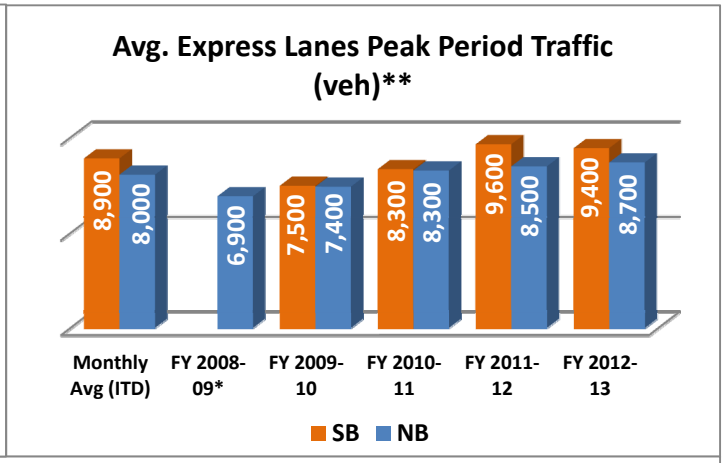
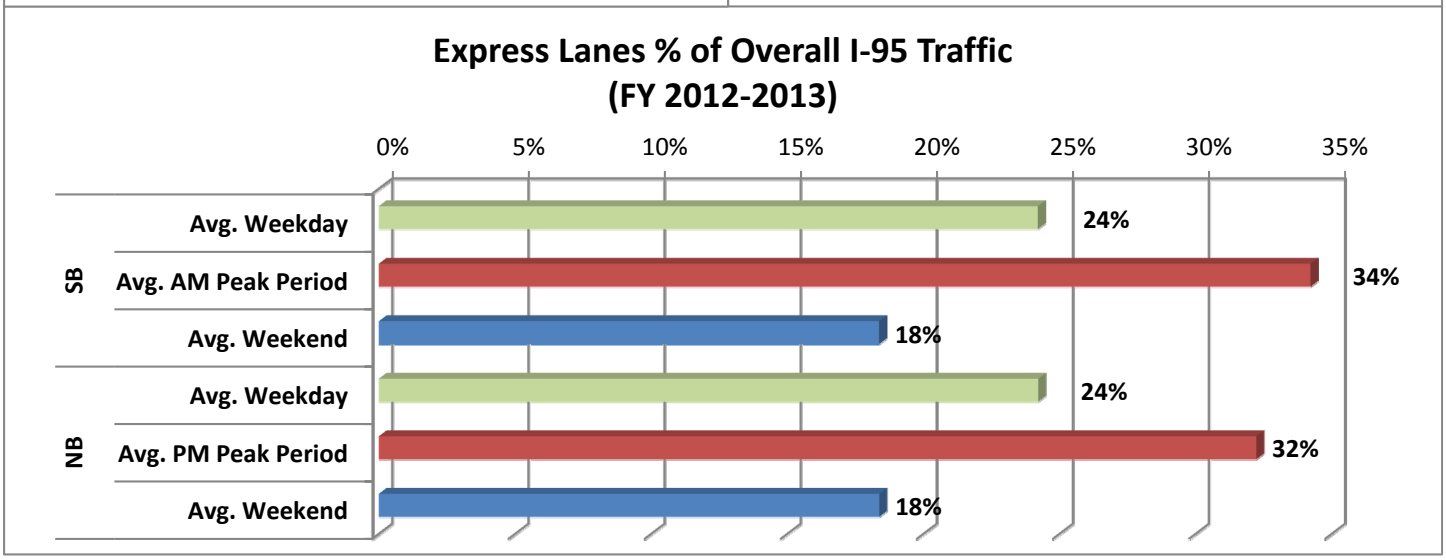
# Operations/Traffic Statistics - Volume Data

Average weekday volume in both directions continued to increase in FY 2012-2013, by approximately 4.1% and 6.1%, northbound and southbound, respectively. For the directional peak periods, however, as shown in the right-hand graph below, combined average volume stayed the same for this fiscal year, compared to last.

The bottom graph on this page depicts the percentage of traffic using the Express Lanes compared to the overall I-95 corridor. Southbound 95 Express had increased usage this fiscal year in all three areas shown, by at least 1% increase. The largest increase was during the weekend (top blue bar in the graph), where southbound went from 16.4% to 18.4% usage. Northbound, though it had increased average volume in FY 2012-2013, remained consistent with the previous fiscal year as to all three percentages of usage shown when compared to the overall corridor.



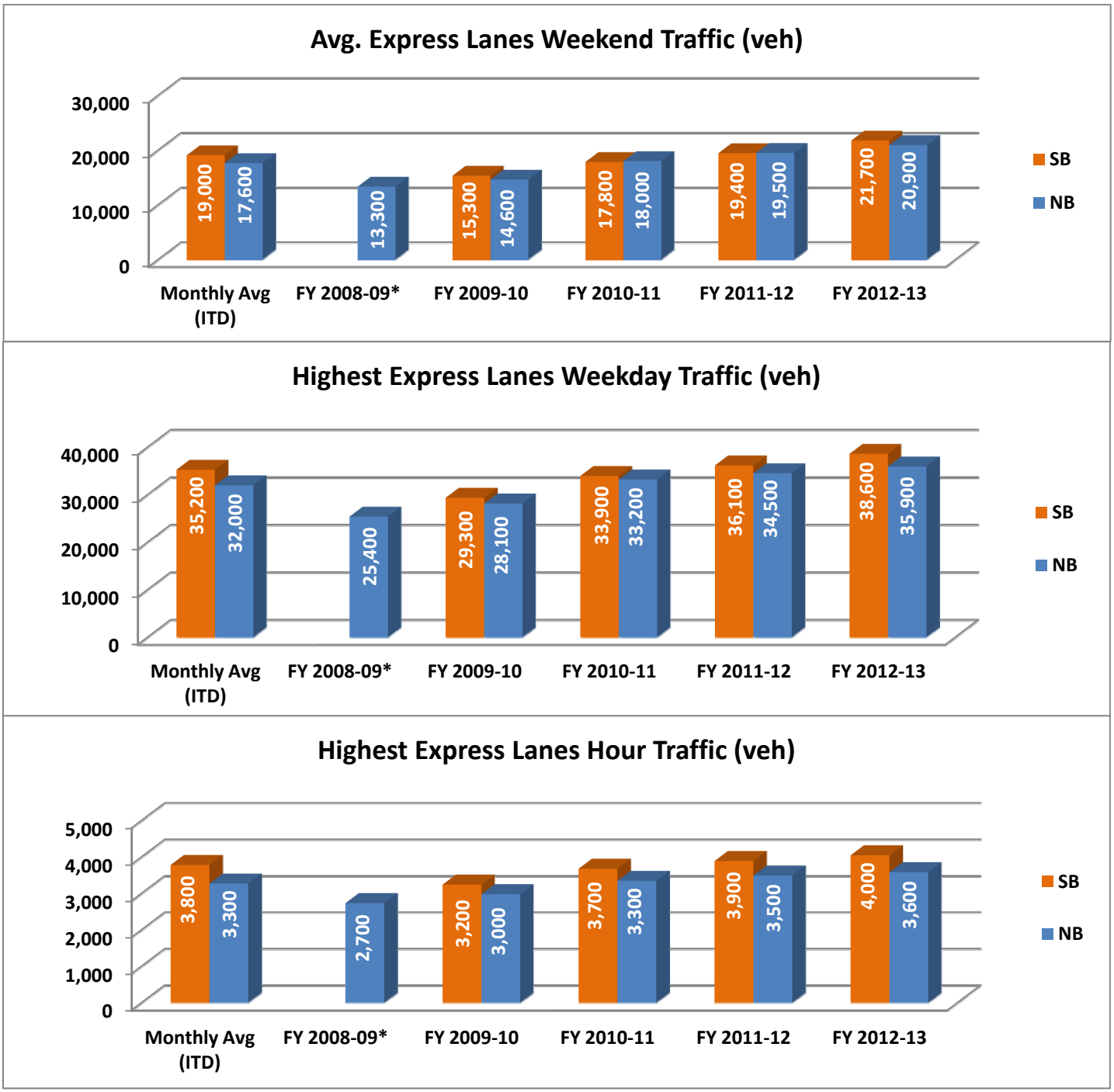




NOTE: ITD = Inception to Date; Values rounded to nearest 100.

*FY 2008-2009 was in the northbound direction only.
** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

# Operations/Traffic Statistics - Volume Data (cont.)

Three additional volume performance metrics collected for 95 Express include Weekend, Highest Weekday and Highest (Weekday) Hour, as shown in the three graphs below, respectively. Weekend Express Lanes trips, on average, increased nearly 10% in FY 2012-2013, while Highest Weekday and Highest Hour saw increases of nearly 6% and just over 3%, respectively, over the previous fiscal year.




NOTE: ITD = Inception to Date; Values rounded to nearest 100.

*FY 2008-2009 was in the northbound direction only.

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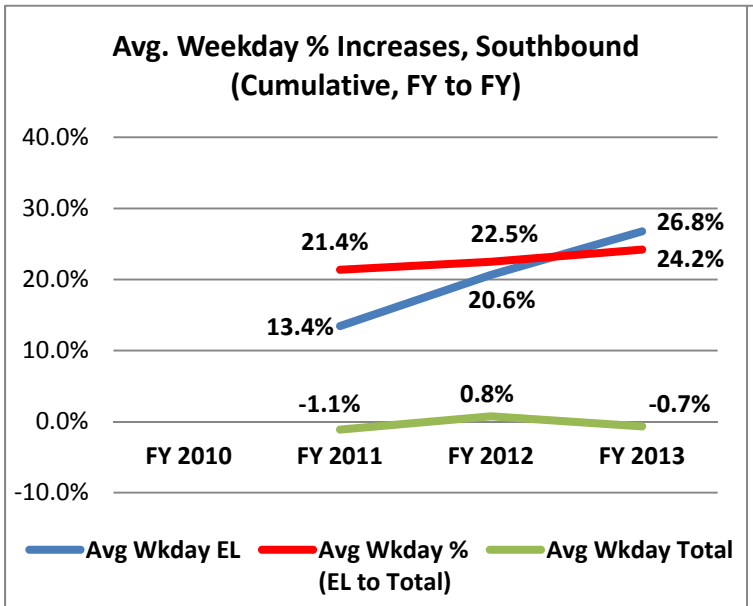
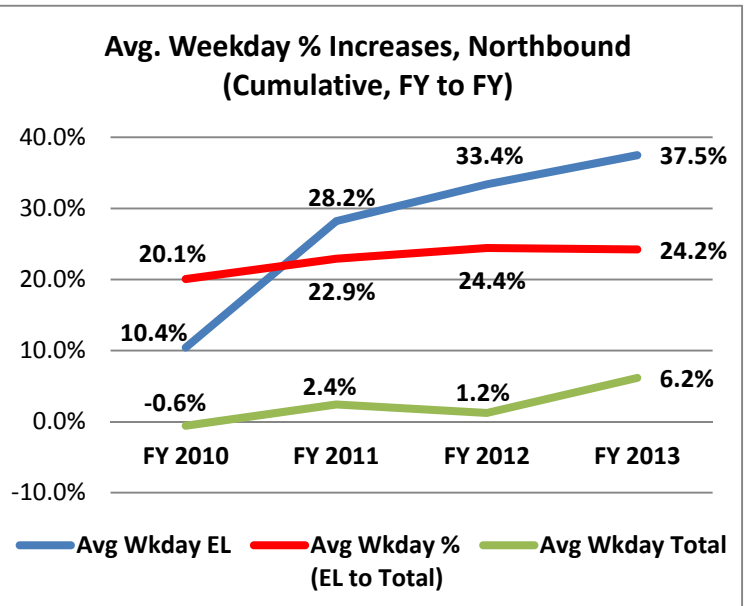
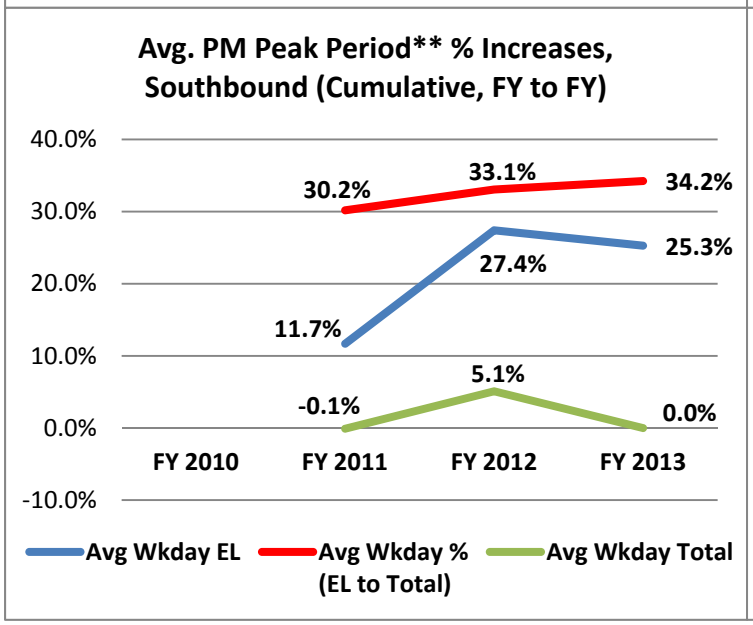
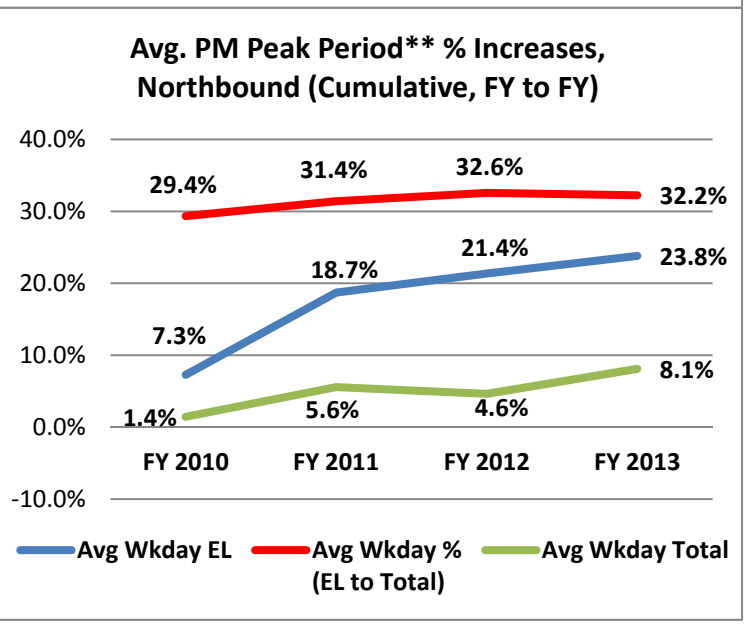
# Operations/Traffic Statistics - Volume Data (cont.)

The graphs displayed below depict the cumulative volume changes in the Express Lanes (blue line) versus the entire I-95 corridor (green line); year over year. They show that since inception, even though the overall corridor volume has had little to modest growth, the usage of the Express Lanes has continued to increase. For example (looking at the first graph), weekday volumes for the overall corridor, southbound, have stayed consistent since the Express Lanes became operational in January 2010. However, the cumulative usage of the Express Lanes, over the same time, has grown over 26%. The red lines in these graphs are not cumulative. They are the actual annual percentage volume usage of the Express Lanes to the entire I-95 corridor.




** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

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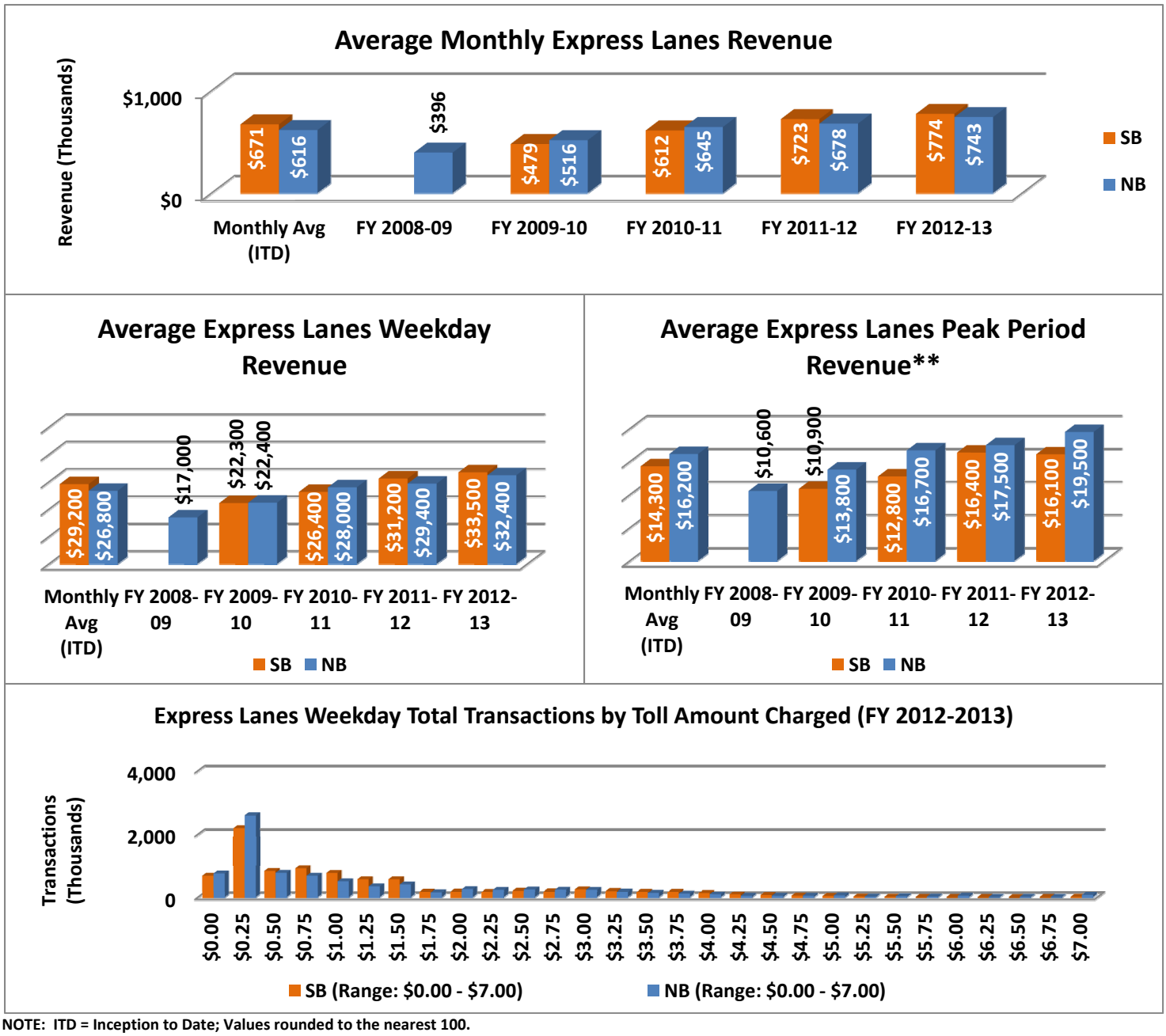
# Revenue/Tolls Statistics

95 Express collected over $18 Million in revenue in FY 2012-13; over an 8% increase above the previous fiscal year. Year by year comparison graphs are shown below for Average Monthly Revenue, Average Weekday and Average Peak Period** Revenue. Average Weekday revenue saw nearly a 9% increase over the previous fiscal year, while Average Peak Period increased by just over 5%. The frequency of the tolls charged is depicted in the graph at the bottom of the page. Tolls charged for the facility had a maximum of $7.00 and this maximum was charged more times in the 2012-2013 Fiscal Year than all of the 95 Express history, combined, (109 vs. 36). The maximum was charged 0.5% of all trips, where as 85% of trips were charged $2.50 or less (on average) and 95% were charged $4.00 or less.

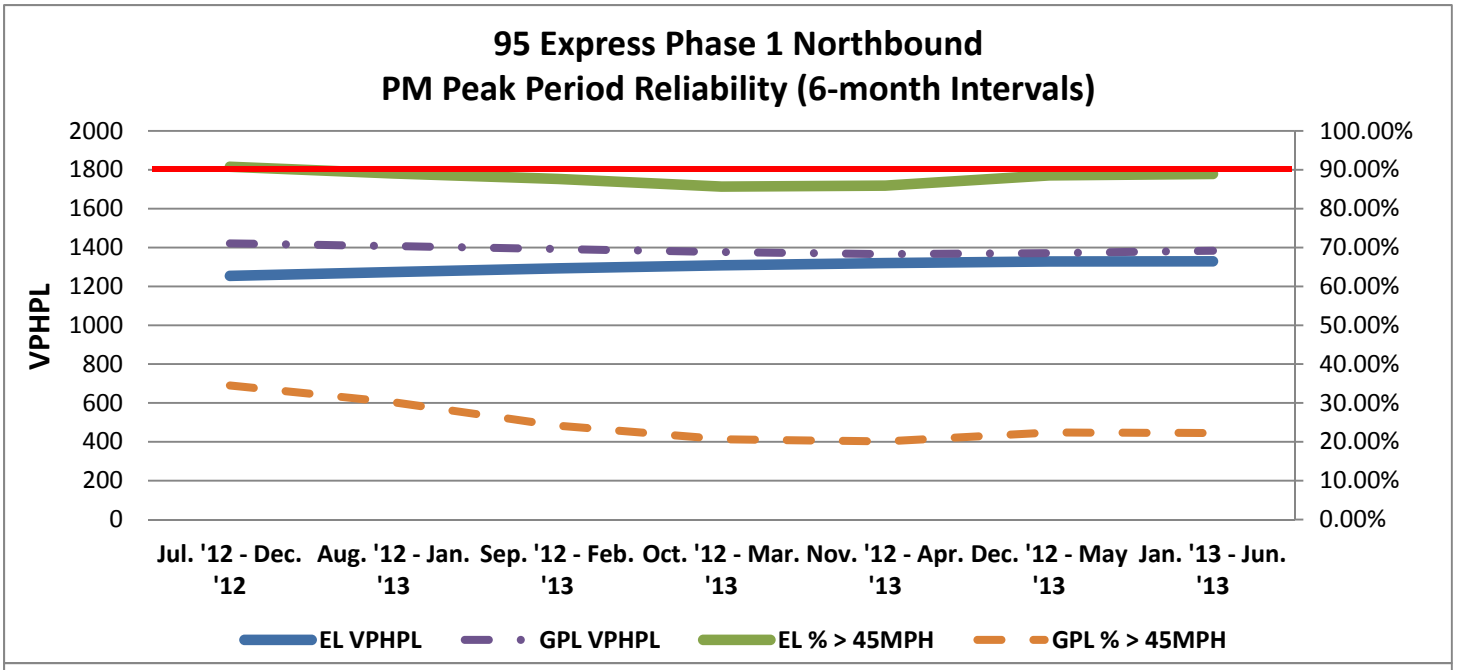


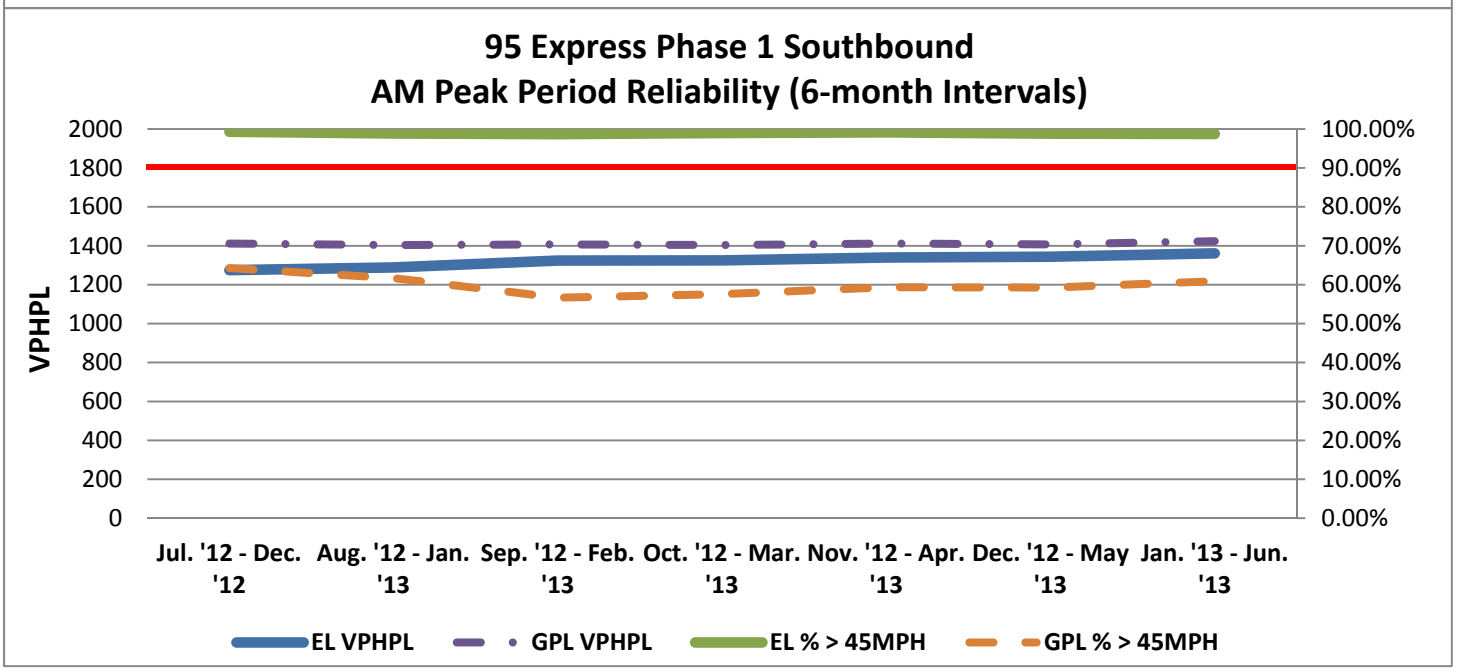

NOTE: ITD = Inception to Date; Values rounded to the nearest 100.

** Peak Period is defined as 6-9 AM (southbound) and 4-7 PM (northbound).

# Speed Reliability

Reliability is one of the goals of 95 Express. It is measured as the percentage of time speeds within the facility remain above 45 miles per hour (mph) during the peak period for any 180-day consecutive period. The red line on each graph is the 90% target line. Though this goal is solely of the Express Lanes, the District is continually evaluating the entire I-95 corridor. Therefore, each of the graphs below compare Express Lanes reliability (and volume) in 6-month intervals to the General Purpose Lanes. The average 6-month reliabilty for the 2012-13 FY, northbound peak period, was 88.1%, and 98.9% for the southbound peak period. The northbound direction's reliability is directly effected by the corridor's geometry (e.g., interchange access weaving), and by traffic events that occur on other connecting facilities in the Golden Glades Interchange (i.e., SR 826 and Florida's Turnpike Homestead Extension).

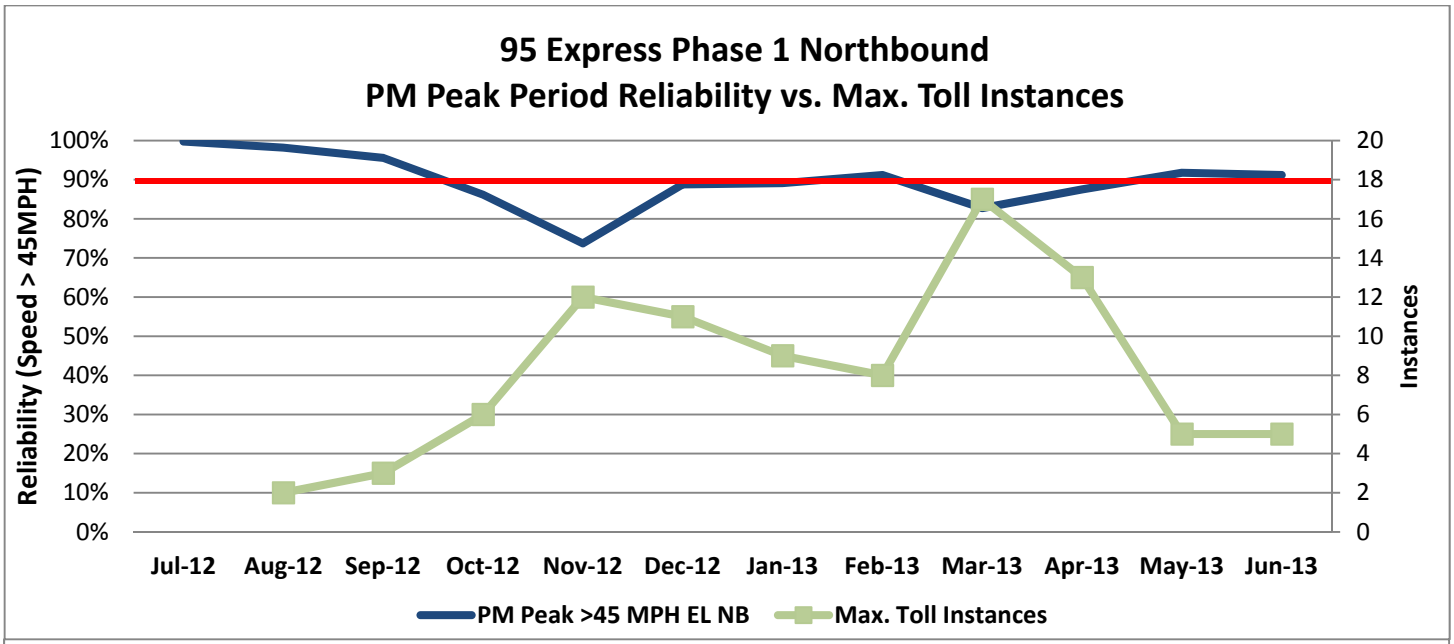


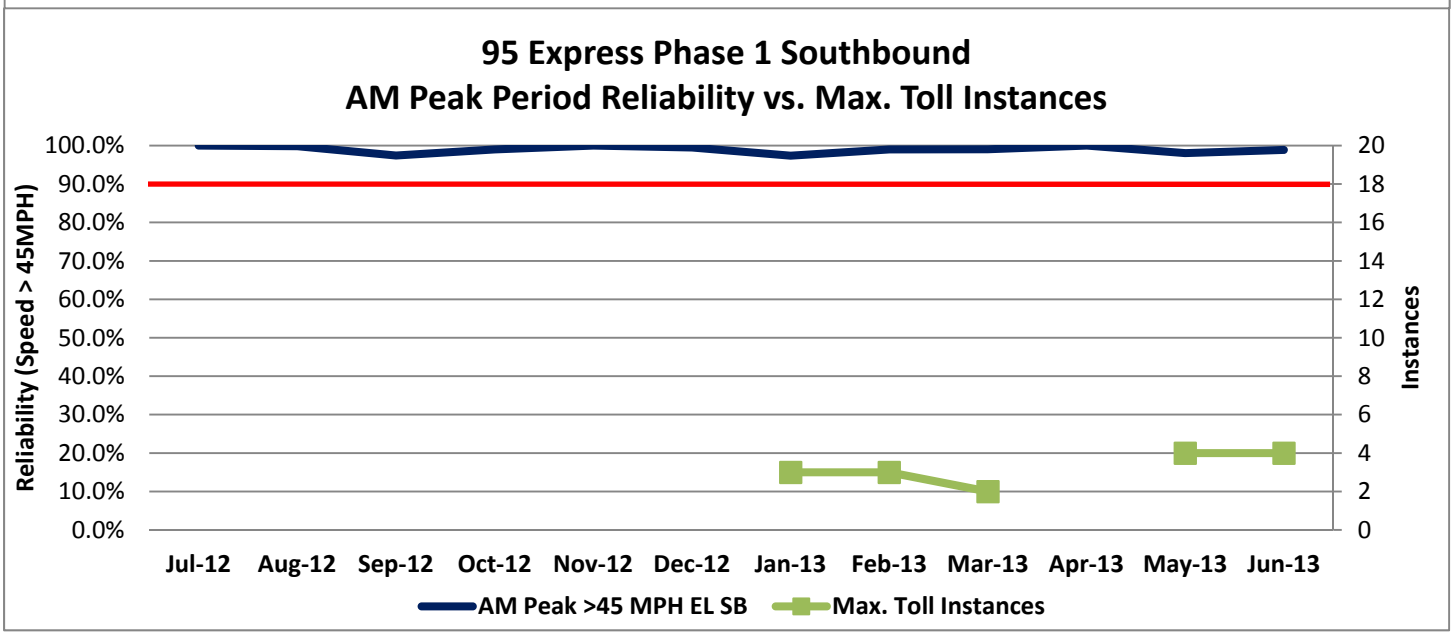




**NOTE: EL equals Express Lanes; GPL equals General Purpose Lanes (also shown as LL or 'Local Lanes' in this report); VPHPL equals Vehicles per Hour per Lane.**

# Speed Reliability (cont.)

The District continually evaluates its operations in order to optimize the flow of the facility. One of the trends the District follows closely is the relationship between the number of times the maximum toll of $7.00 per trip is in effect versus the speed reliability of the facility. In Fiscal Year 2012-2013, 95 Express charged the maximum 109 times over 88 days. This represents a 454% increase over the previous Fiscal Year (24 total instances). As the northbound graph below depicts, the more instances of charging the maximum toll in a month resulted in a reliability less than the 90% goal (red line). Southbound, though reaching the maximum toll a few times throughout the year, was able to sustain reliability above the 90% goal, because the geometric layout of the southern terminus allows for free flow (little to no weaving) into the general purpose lanes and therefore no negative impact upstream into the express lanes.

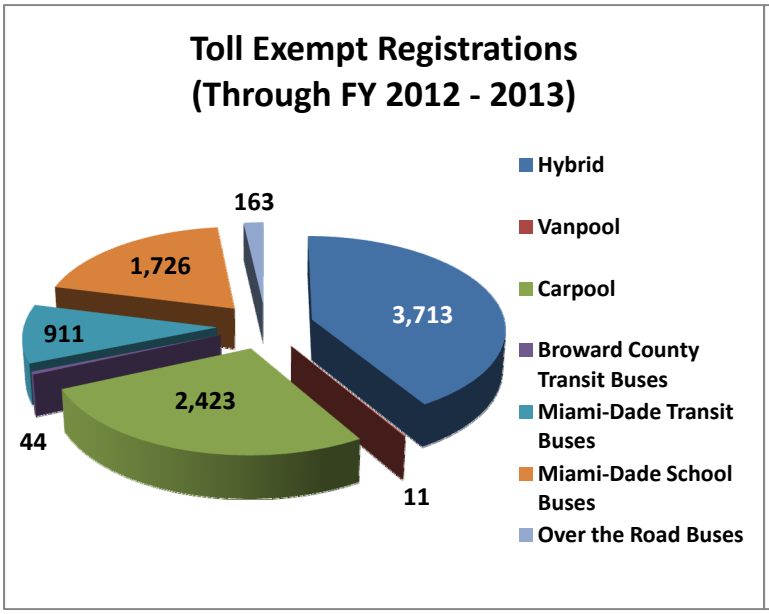


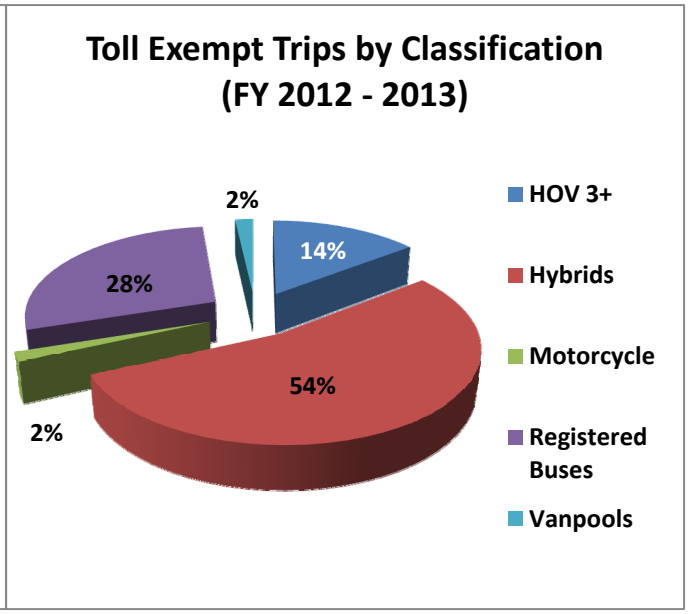




NOTE: EL equals Express Lanes; GPL equals General Purpose Lanes; NB equals Northbound; SB equals Southbound.

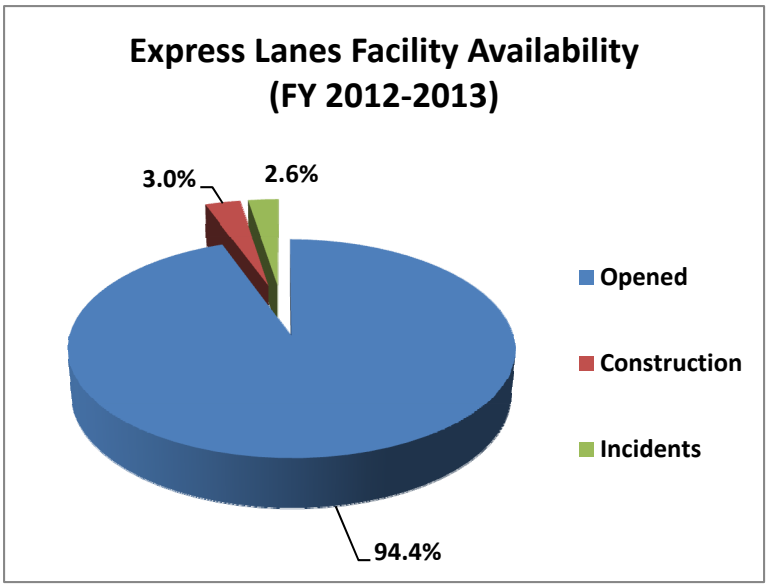
# Registrations—Toll Exempt Trips

The total registrations for FY2012-2013 increased from 8,830 to 8,991 (1.8%). The 448,500 Toll Exempt Trips, which comprised approximately 2.1% of the total trips for this Fiscal Year are shown by classification below. Looking at these graphs together and consistent with all previous years of operations of the facility, Hybrid vehicles, which represent over 41% of the registrations, account for 54% of the total toll exempt trips; and, approximately 54% of the toll exempt trips that occurred during the peak period.



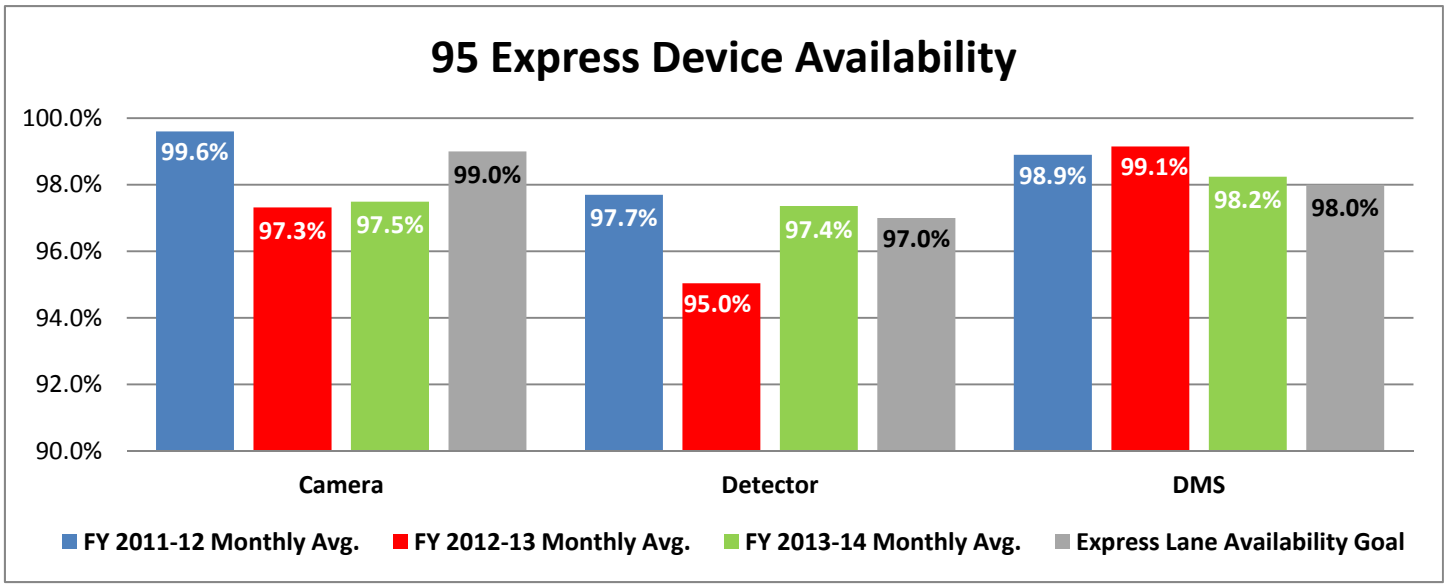

# Facility Availability



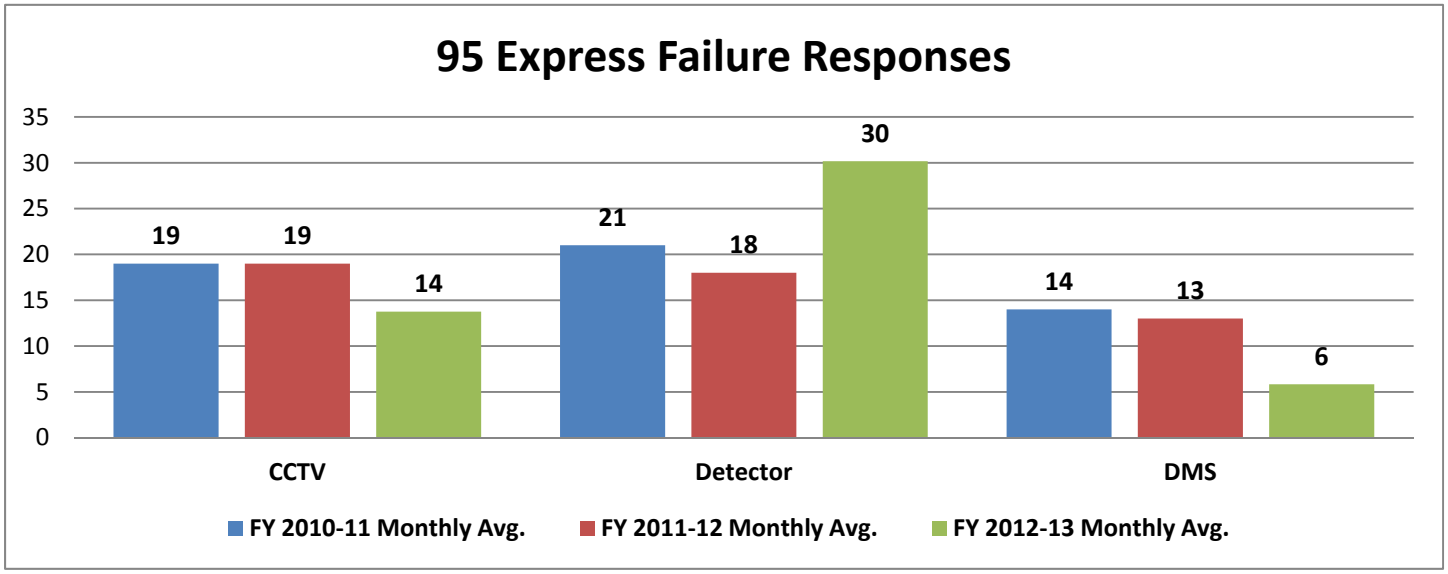

The entire 95 Express lanes (both directions) were open to motorists 94.4% of the time, while closed 3.0% due to 112 planned construction/maintenance events (that are typically overnight and each lasting approximately 4.75 hours in duration, on average) and 2.6% due to 1,744 non-recurring events (each lasting approximately 15.4 minutes in duration, on average). These annual totals equate to approximately 5 planned events and 73 incidents, each direction, every month.

# Equipment Availability

95 Express devices are deemed by the District as the most critical, since all combine to provide accurate and timely information to the driver, including toll amounts, congestion and closure information, as well as incident management messaging. The express lanes have 67 CCTV (cameras), 54 vehicle detectors (for collecting speed and volume throughout the corridor), and 40 DMS (dynamic message signs), with varying sizes and purposes. The graph below depicts the year-over-year comparisons of the availability of the 95 Express devices.




Below are the average monthly failure responses (Maintenance crews responding to a device failure ticket) for the 95 Express devices. Failures are either deemed as Critical or Non-Crititcal. A Critical failure is defined as a failure that creates a safety hazard to motorists or impact the operations of several devices in the region. Since all 95 Express devices are deemed as critical devices, their failures are also deemed critical.

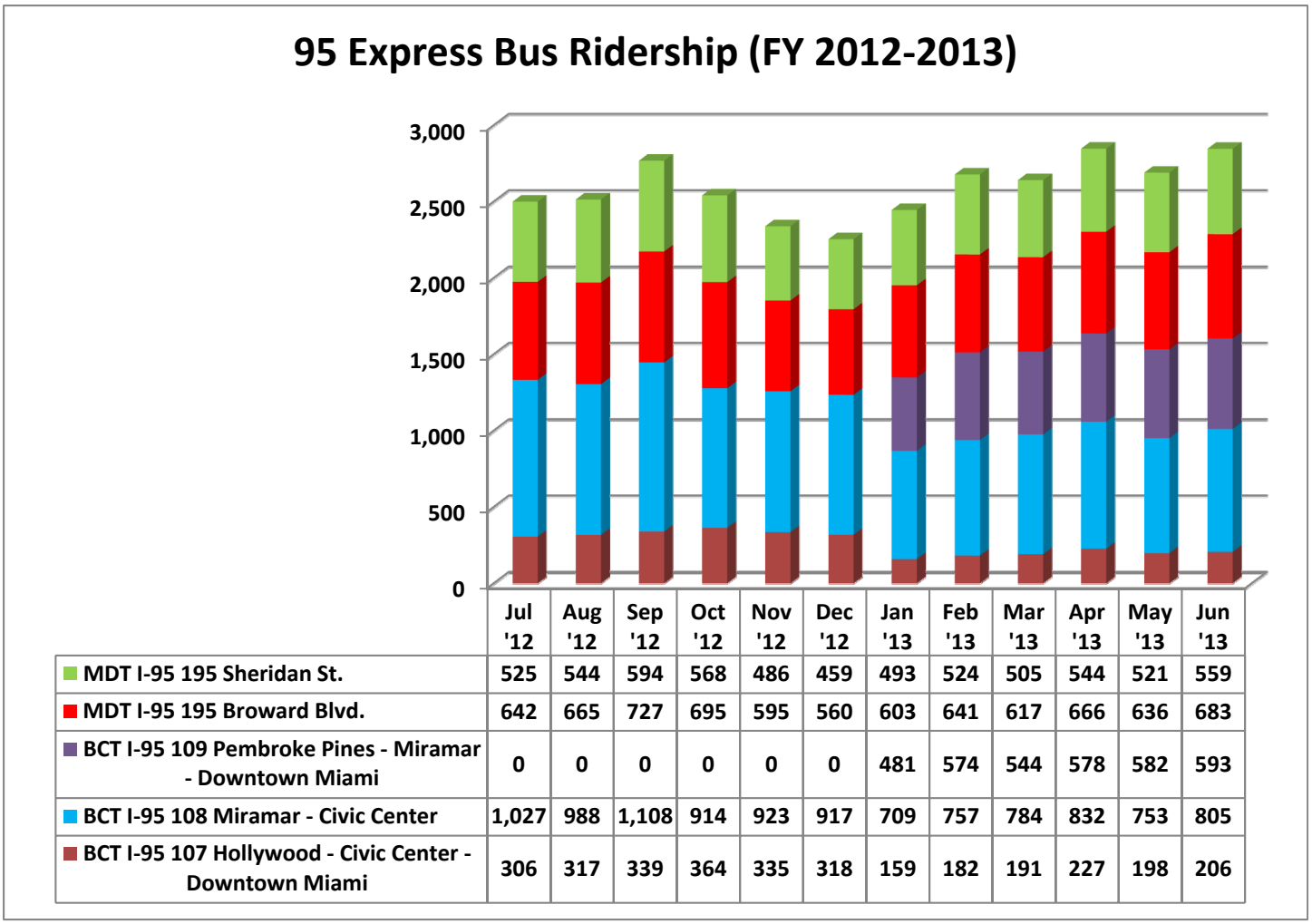



NOTE: CCTV equal Closed Circuit Television (camera); DMS equals Dynamic Message Sign

# Transit

Below shows the average weekday boardings for the Miami-Dade Transit (MDT) and Broward County Transit (BCT) express bus routes which utilize 95 Express. Average weekday boardings have increased year over year, rising from 2,430 boardings per day in FY 2011-2012 to 2,590 per day in FY 2012-2013.

Not shown on the chart are the average weekday boardings from the Golden Glades route operated by MDT; 2,340 average weekday boardings in FY 2012-2013. Though this route is part of the 95 Express Bus system, it is not included as part of the Miami Urban Partnership Agreement.




| | Jul '12 | Aug '12 | Sep '12 | Oct '12 | Nov '12 | Dec '12 | Jan '13 | Feb '13 | Mar '13 | Apr '13 | May '13 | Jun '13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MDT I-95 195 Sheridan St. | 525 | 544 | 594 | 568 | 486 | 459 | 493 | 524 | 505 | 544 | 521 | 559 |
| MDT I-95 195 Broward Blvd. | 642 | 665 | 727 | 695 | 595 | 560 | 603 | 641 | 617 | 666 | 636 | 683 |
| BCT I-95 109 Pembroke Pines - Miramar - Downtown Miami | 0 | 0 | 0 | 0 | 0 | 0 | 481 | 574 | 544 | 578 | 582 | 593 |
| BCT I-95 108 Miramar - Civic Center | 1,027 | 988 | 1,108 | 914 | 923 | 917 | 709 | 757 | 784 | 832 | 753 | 805 |
| BCT I-95 107 Hollywood - Civic Center - Downtown Miami | 306 | 317 | 339 | 364 | 335 | 318 | 159 | 182 | 191 | 227 | 198 | 206 |

This concludes the 95 Express Annual Report for Fiscal Year 2012-2013. For all previous years' performance, project history and lessons learned, please visit 95Express.com.